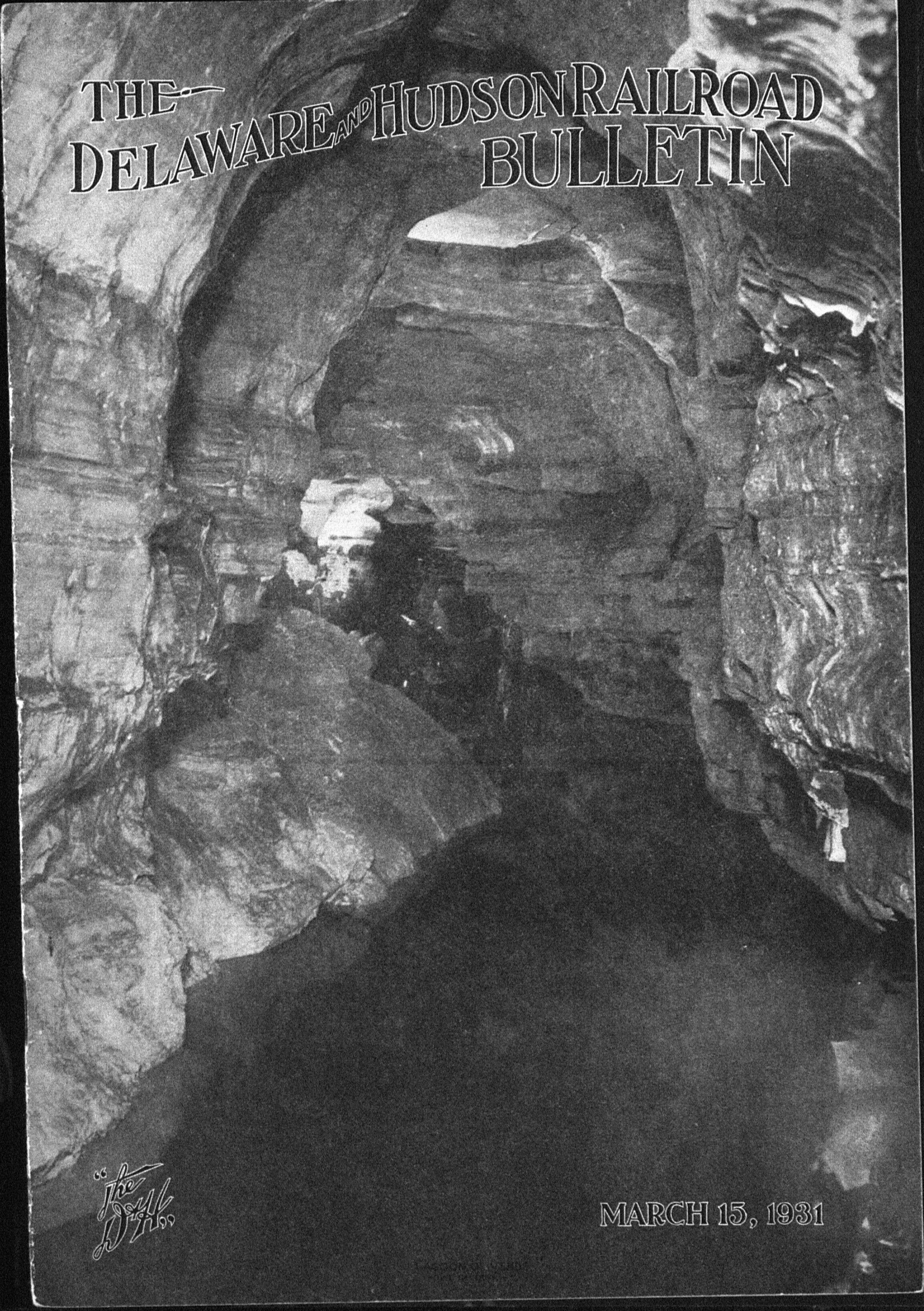
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"the D&H"

MARCH 15, 1931

Little Walk Around Yourself

WHEN you're criticising others
And are finding here and there
A fault or two to speak of
Or a weakness you can tear;
When you're blaming someone's meanness
Or accusing some of pelf—
It's time that you went out
To take a walk around yourself.

There's a lot of human failures
In the average of us all,
And lots of grave shortcomings
In the short ones and the tall;
But when we think of evils
Men should lay upon the shelves,
It's time we all went out
To take a walk around ourselves.

We need so often in this life
This balancing of scales,
This seeing how much in us wins
And how much in us fails;
But ere you judge another—
Just lay him on the shelf—
It is a splendid plan
To take a walk around yourself.

—The Trestle Board.

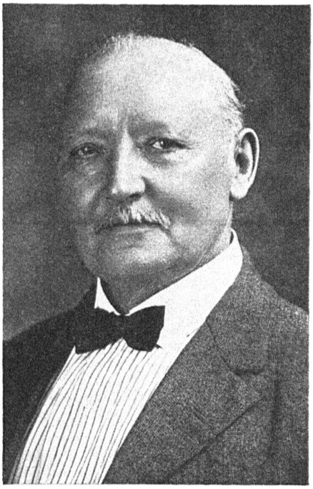
The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Vol. 11 Albany, N. Y., March 15, 1931 No. 6

Crossed Atlantic on Side-Wheeler

Retired Cab Foreman Came to America on Maiden Voyage of the "Vandalia"

ABOUT one hundred miles east of Berlin, on the banks of the Warthe River in Germany, lies the town of Birnbaum, the seat of government of the surrounding county. Birnbaum means "pear tree," a name suggestive of the orchards covering the fertile lands in the adjacent countryside in 1853, when RUDOLPH POHL, pensioned Foreman Cabinet-maker of our Colonie Locomotive Shop, was born there.



RUDOLPH POHL

Patiently he traces the travels of his early childhood, and his subsequent migration to America, on a map of his native land, purchased from a retired traveling man nearly seventy years ago. The map itself is typical of the painstaking accuracy which has distinguished German products for centuries. Every city, hamlet, railroad, highway and river is carefully plotted.

Born in the laboring class during the regime of Hohenzollerns, RUDOLPH grew up in this manufacturing town of 10,000 inhabitants. After completing the common school course, at the age of fourteen, he was apprenticed to a cabinet-maker.

The life of an apprentice in Germany, in the sixties, was anything but pleasant. While the owner of the shop in which he learned his trade furnished his meals, his parents had to provide him with clothing and spending money during the four long years of apprenticeship. It was possible to obtain a release at the end of three years; however, in order to do this he would have had to pay $10. to the journeyman, an awesome amount to a lad of his years and experience.

When he was "out of his time," his brother had just returned from Russia to report to a medical examiner whose duty it was to determine whether or not a man was physically fit for military service. This was a mandatory requirement at that time for all boys between the ages of twenty and twenty-two years. Every twenty-year-old youth had to appear before the examiner. If accepted, he was then given military training and put on a list of those subject to call to arms at almost instant notice. In the event that he failed to pass the test, he was forced to undergo the examination again when twenty-one and twenty-two. Those who failed at all three ages were then exempt from future military service.

RUDOLPH'S brother, who had military training, was called for duty when the Franco-Prussian war broke out in 1870. He would have had to serve, too, had it not been for an accident in the Russian blacksmith shop, which severely lacerated his right arm. By the time RUDOLPH had completed his apprenticeship in 1872, the brother had definitely decided to come to America.

As Germany was then readjusting herself to post-war conditions, RUDOLPH quickly accepted the offer of his brother to advance his passage money, and they set out for America in the summer of 1872.

The first stage from Birnbaum to Vronki, the most convenient railroad station, a matter of some eighteen miles, was completed on foot. A full day was consumed by the rail journey from Vronki to Hamburg, although a short stop-over was allowed at Berlin, which permitted them to visit a sister who lived in the city.

They were fortunate enough to book passage on the side-wheeler *Vandalia* on its maiden trans-atlantic voyage, a trip which still stands out sharply in MR. POHL'S memory, although it was made 59 years ago. The *Vandalia* could not enter the port at Hamburg but was anchored some miles from shore, necessitating the transfer of cargo and passengers from shore to ship in small boats.

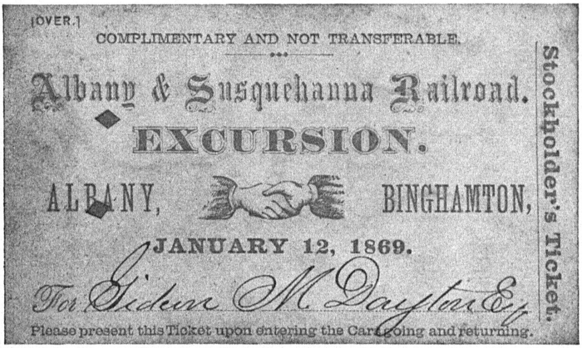
RUDOLPH was quartered in the angle of the bow, and during the time required to make the run from Hamburg to Havre, France, he was very uncomfortable. After he had become accustomed to the constant pounding of the engine and the rolling of the vessel, however, he enjoyed the experience immensely. At Havre the passengers had an opportunity to tour the city and overcome the effects of the somewhat confined quarters on shipboard.

Arriving in New York city, they transferred immediately to a Hudson River steamer bound for Albany, and landed in the state capital one hot day

(Continued on page 94)

"Another 'Stockholder,' Eh!"

Veteran Conductors' Greeting to Holders of Railroad Passes Explained



[OVER.]

COMPLIMENTARY AND NOT TRANSFERABLE.

Albany & Susquehanna Railroad.

EXCURSION.

ALBANY, BINGHAMTON,

JANUARY 12, 1869.

For Gideon M Dayton Esq

Please present this Ticket upon entering the Car, going and returning.

Stockholder's Ticket.

MANY railroaders of the younger generation have heard the term "stockholder" used to designate a person whose pass entitles him to ride on the trains. The origin of this sobriquet is explained by the accompanying facsimile of an Albany and Susquehanna Railroad "stockholder's ticket" of 1869, loaned to us by Mr. A. W. Dayton, of Cooperstown Junction, whose father Gideon M. Dayton, Esq., was the original owner.

On the reverse side of the ticket is the following: "This ticket, if not used upon the occasion of the Excursion, will entitle the within named Stockholder to pass free (one trip) over the road and return at any time during 1869, and when so used will be collected by the conductor."

Hence the appellation "stockholder" for those who "pass free" on our trains.

Mass Production

By W. J. COUGHTRY, *Recorder*

(Continued from last issue)

THE efficiency experts did little more than direct attention to the problem by showing, in selected instances, how the then current methods were wasteful of the worker's earning power, and how their correction and improvement could lead to greater production, higher wages and a general betterment of labor relations. While they emphasized a more intelligent management of methods than was then in use, they did not see that a wholly new method was possible that would abolish the problems hampering the old method even when under the most intelligent management. Their accomplishments were only the alleviation of the worst errors of competitive factory practice, but the principles developed still stimulate industry in which many of their "labor saving devices" and practices continue in use.

To the motor industry is accorded the credit for bringing mass production to experimental success, but it did not invent its principles. Many of its features, known as "efficiency methods," had for many years been in operation in numerous industries. Large-scale operation in the production of a strictly standardized product was carried on in the Lowell, Mass., cotton mills as early as 1850. By 1876 there was mass output of sewing silk and machine twist in standardized brands by machine production in the silk mills of New England and Philadelphia. The packing industry was the first to adopt endless chain conveyor dressing, each worker doing his job as the material flowed by him. The reverse of this process—continuous moving assembly—made automobile manufacture famous. The Westinghouse Companies were early users of many of the features of mass production. In the shoe industry, which has many characteristics of an assembly business, many of the larger manufacturers have for years engaged in mass output of a standardized product. With the advent of the all-steel sleeping car in 1907 came the transformation of the Pullman works from a wood to a steel construction establishment and one of the largest early developments of mass production.

Mass production is possible only through the ability of the public to absorb large quantities of the commodity thus produced. The automobile industry which rose rapidly from insignificant individual experiments to first place in manufacturing values in its production of the motor vehicle has pioneered the largest development of the mass production method.

The beginning of mass production is the conception of a public need of which the public may not as yet be conscious and proceeds on the principle that use-convenience must be matched by price-convenience. If the vision of public need is correct, and the product adapted to meet it, the incentive to increased production may come in anticipation of, or in response to demand, but the resulting consumption is utilized to secure still greater use-convenience and price-convenience. As these increase, consumption increases, making possible still greater production advantages.

Olds Pioneered Mass Production

THE pioneer in the automobile industry to grasp the magic of mass production was R. E. Olds who projected in the three years, 1901 to 1903, the manufacture of one type of car in numbers about equal to half the existing registration. His manufacturing policy proved that moderate prices could be obtained by mass production. It was the Olds policy of mass production of an inexpensive car that carried Henry Ford to fame and fortune.

The experience of the Ford Motor Company, the largest developer of the method, has been that mass production precedes mass consumption and makes it possible by reducing costs and permitting both greater use-convenience and price-convenience. As production is increased, costs can be reduced. The consequent decrease in selling price largely increases the number of people who can conveniently buy the product.

The three plain principles underlying mass production are (1) the planned orderly progression of the commodity through the shop; (2) the delivery of materials instead of leaving it to the workman's initiative to find them; (3) an analysis of operations into their constituent parts. These are distinct but not separate steps; all are involved in the first one. The progress of material from the initial manufacturing operation until turned out as a finished product involves large-scale shop planning, the delivery of the material, tools and parts at various points along the assembly line and the breaking up of the work into its operations in sequence. All three fundamentals are involved in the original act of planning a moving line of production.

In the Ford Plant

AUTOMOBILE manufacture is in sharp contrast to "continuous" industries, such as the making of cotton cloth where raw materials without the addition of any essential are manipulated into the finished product. In the automobile industry the mass method is used not only on the final assembly line but throughout the various operations involved in the completed product. The motor car assembly line presents an impressive spectacle of hundreds of parts being quickly put together into a finished vehicle. Flowing into this line are other assembly lines on which each of these parts have been fashioned. A full description of all the operations is too detailed and technical to recount. We may, however, trace a typical operation in the Ford plant by illustrating the course of a spring after its progression from iron ore through ingot, bloom and billet stages, and its being rolled into strips. Beginning as a strip of steel prepared by the steel mill it is (1) placed in a punch press for cutting and piercing. The workman pushes the strip into the press until it hits a stop, then trips the press. The cut-off and pierced piece falls on a belt conveyor leading to the heat-treating ovens. (2) A second workman takes the part from the belt conveyor and places it on another conveyor which carries it through automatically temperature controlled furnaces and delivers it at the unloading end of the furnaces. (3) The heated piece is lifted with tongs by a third operator and placed in a bending machine which gives the leaf its proper curve and plunges it in oil. (4) As the bending machine emerges from the oil bath, the same operator takes out the leaf and sets it aside to air-cool. (5) The leaf is then drawn by a fourth operator through molten nitrate kept at a regulated temperature. (6) A fifth workman inspects it. (7) A sixth workman removes the leaf from the conveyor carrying it from the molten nitrate and inserts a bolt through it and the additional leaves required in a spring. (8) A seventh workman puts the nut on the bolt and tightens it. (9) An eighth workman puts on the right and left hand clips and grinds off the burrs. (10) A ninth workman inspects it. (11) He hangs the spring on a conveyor. (12) The spring passes the tenth workman who sprays it with paint, and the conveyor carries the spring above the ovens where it was originally heated and the radiated heat "force-dries" the paint. (13) The conveyor continues to the loading dock where the eleventh workman removes it.

The story of this minor part illustrates what is meant by orderly progression of the article through the shop. It goes to meet other car-parts which come from other sections of the plant by similar processes. It also illustrates what is meant by delivering the work to the workman; every workman's task is prepared for him by some other workman and delivered to his hand. It likewise illustrates the third principle—the analysis of a single job into its constituent operations. Processes similar to that of the spring are employed in multitudinous other operations ranging from the heaviest forging to the lightest manipulations in bench assembly of delicate electrical instruments.

Effects and Results

THE economies arising from this method are obvious. Machinery is constantly in use. It would be economically impossible to maintain all the equipment for the service of men engaged in the entire operation of making springs. The

(Continued on page 94)

There's a Reason

A THUMB-NAIL biography: born of immigrant parents; left school at 14 to work in a village grocery; at 20 began railroad work as a section laborer; successively, on different roads, worked as coal shoveler for locomotives, baggagemaster, ticket agent and traffic agent; worked out car loading plan that caught attention of leaders; later became vice-president of small railroad, then general manager of a large one; served six years in executive positions in the oil business; returned to railroad work as the president of a large system; at the time of his death was chairman of the board of directors.

That is not Horatio Alger fiction, it is the true story of the late Charles Henry Markham of the Illinois Central Railroad.

It proves again, if such proof is needed, that "equality [illegible] opportunity" in this country is no empty phrase.

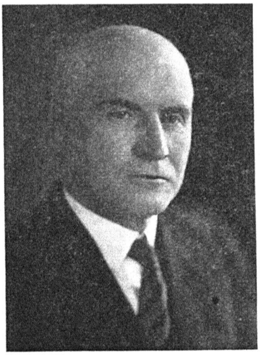
When the radical ranters who would turn the whole American system topsy-turvy wonder why they cannot seriously interest the great masses of our people perhaps they can find their answer in just such stories as this one.

—*The Shop Review.*

Our Great National Forests

By RENICK W. DUNLAP, *Asst. U. S. Secretary of Agriculture*

(Reprinted by Permission of *Mead Co-operation*)



RENICK W. DUNLAP

BY action of the Congress of the United States, Uncle Sam has become the largest single owner of forest land in this country, if not in the entire world.

Let us try to form some conception of the size and importance of this valuable forest property. It comprises 149 National Forests and, including those in Alaska and Porto Rico, has a total area of 159,750,000 acres. A little more than half of this great area is productive forest land. Some 20,000,000 acres more are of considerable value because they serve as a watershed cover, greatly diminishing the losses from soil erosion and also acting as a regulator of stream flow in the high mountainous regions. The remaining 50,000,000 acres or more are either barren wasteland or grass land which is leased to livestock farmers for pasturing thousands of head of cattle, sheep, and horses.

Perhaps you can visualize it better when I say that the forested area of the National Forests is equal to the combined areas of Ohio, West Virginia, Pennsylvania, and New York States. This great forest land is scattered from the Atlantic to the Pacific, and from the tropics to the far Arctic regions of the north. It embraces parts of thirty-one States and Territories and is found at altitudes all the way from sea level to elevations of 10,000 feet. Consequently it includes every important type of forest timber growing on the North American Continent.

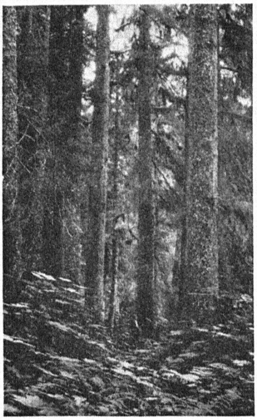
The gigantic task of administration of this public property is vested in the Forest Service, a division of the United States Department of Agriculture. The whole aim of this Department is to co-ordinate and develop to the utmost the conservative use of resources to the best public interest. In order that its program of forest conservation may be carried out by the Government, it is desirable that the principle of sustained yield be followed, which simply means that the timber will not be cut any faster than it grows and that there will be available markets to absorb this cut.

The plans for cutting timber in the National Forests vary with the condition of the timber and with the requirements peculiar to the different timber types. In general, definite provision is made for perpetuating the stand by natural regeneration. Artificial regeneration by the planting of young trees is resorted to only where nature fails to respond as expected, and it becomes necessary to fill in the blank spaces by other methods.

Planting of young trees, while an important activity of the National Forests, is largely restricted to the foresting of areas which have been severely burned and where there is but little probability of obtaining a forest cover naturally for years to come. Forest tree nurseries are maintained by the Forest Service at convenient points throughout the National Forests. These nurseries now have a total output of more then 18,000,000 plants. Each year, from 20,000 to 25,000 acres are reforested with these young trees, but there are still 2,000,000 acres of non-productive National forest land, which will ultimately be planted as this program is carried out.

Fire is the greatest single enemy of our forest lands. Without adequate fire protection it is not possible to grow successive crops of timber. Ever since the management of the National Forests was transferred to the Department of Agriculture, back in 1905, a vigorous effort has been made to stamp out the great loss and hazards sustained by fire, with the result that the area now burned over annually has been reduced to about one-tenth of one per cent.

The Government is naturally concerned and interested not only with the question of maintaining productive forests on federally-owned lands, but on



Pure Spruce, Tongass National Forest, Alaska

all potential forest lands in the United States as well. The Forest Service is at present co-operating with thirty-eight of the States in fire prevention and planting work. Private individuals benefit by this service through co-operation with their respective States. The Forest Service also aids the States in distributing planting stock to the farmers for windbreaks and farm woodlands. In 1928 more than 28,000,000 plants were distributed by the States for this purpose. In addition to this, they distributed 21,000,000 plants for planting on State lands and 18,000,000 more for use on private forest lands.

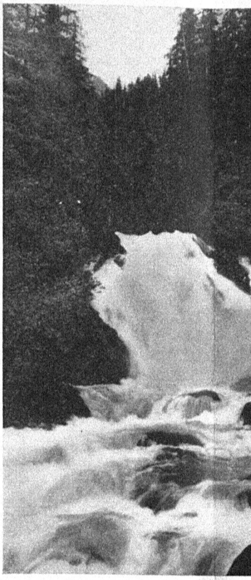
Another very important function of the Forest Service is the development of forest research. Intelligent regulation and management of the national forests are essentially based on a knowledge of growth and yield, a knowledge of the characteristics of stands and individual trees and of the behavior of fire and its control. To obtain this information it was necessary to establish a series of experiment stations in the eleven important forest regions of the United States.

Up at Madison, Wisconsin, the Government maintains, in cooperation with the University of that State, a Forest Products Laboratory, with a large staff of technically-trained men. Many new uses have been found for inferior woods, which were heretofore of little value. These discoveries have been of inestimable value to forestry and its allied industries.

The National Forests now provide a considerable source of income. Last year something over 1,500,000,000 board feet were sold with a return to the Government of $4,109,000. It is now believed that our National Forests can be made to produce a permanently sustained cut of five or six times the amount now being sold annually.

Co-operating with the New York State Conservation Department, The Delaware and Hudson Railroad has several Forest Plantations. Above is a portion of a stand of Scotch Pine near So. Schenectady.

In order that you may have a better idea of how the Forest Service conducts a sale of timber, I will describe briefly the necessary procedure. Suppose that the Jones Lumber Company of Colorado has applied for a tract of timber in the San Juan National Forest which they think will cut 150,000,000 feet. The Forest Service then estimates the timber, fixes the outer boundaries of the tract which is to be logged, estimates the cost of all operations necessary to cut and deliver all logs to the mill, determines the milling costs and the value of the lumber when ready for

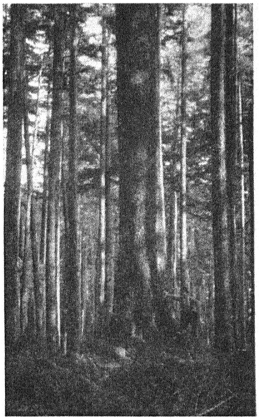


Cascade Creek Falls, Thomas Bay,
best water-power sites on the
Forest. The last drop, sh
picture, is over 60

omas Bay, Alaska. One of the
es on the Tongass National
st drop, shown in the
s over 60 feet.

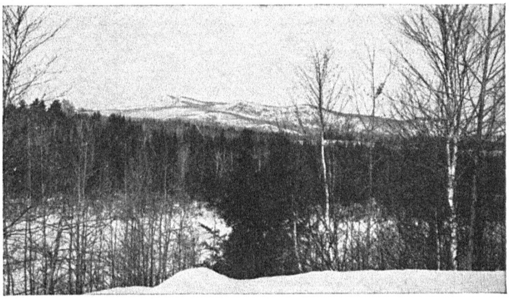
market, and thereby arrives at the selling price. Following this, the applicant is notified of the stumpage found, and if still interested, a sample sale agreement is presented and its terms discussed with him. Then the Forest Service advertises the timber for sale for a period of thirty to ninety days, and receives sealed bids. The high bidder receives the timber and must furnish bond and sign the agreement. A forest officer is then assigned to take charge of the sale and see that all conditions of the agreement are met with. In advance of any cutting operations, he must see that each tree is marked by being blazed near the ground and stamped U. S. In brief, the whole process of operations must meet with his approval. The purchaser is required to pay in advance of cutting a sum, based on the value of the stumpage, which will cover three months of operations.

All these manifold duties of the Forest Service, about which I would like to tell you much more, require a personnel of some 2,700 people, of which 650 are technically-trained.



Sitka Spruce, Tongass National Forest, Alaska

Now that you know perhaps a little more about the size and management of Uncle Sam's great forest land, I want to tell you about a brand new development up in Southeastern Alaska, which in time may have an important bearing upon the pulp and paper industry which furnishes you a livelihood. It has taken the Forest Service of this department many years to convince American manufacturers and capitalists of the importance and absolute feasibility of developing the great pulpwood forests of this region as a source of supply for newsprint pulp for our American newspapers. But they have at last succeeded, I believe. Three years ago two American firms became interested to the extent of obtaining preliminary permits and after investigations have decided that the venture promises success. As soon as power permits are obtained from the Federal Power Commission, there is every reason to believe two newsprint plants will be established, one at Juneau and one at Ketchikan, with an investment, it is said, of approximately $20,000,000. The power firms in this great development are the Crown Zellerback Corporation, and two California newspapers—the San Francisco Chronicle and the Los Angeles Times. The establishment of these mills will mark the beginning of an important era in Alaska. The greater significance of this development, however, is its future



Timber lands are abundant in New York State. Looking across the Hudson River near North Creek, the foothills of the Adirondacks may be seen rising above the tree-tops.

Aisle of Pines amid the Forests of the Clark Estate, Cooperstown, N. Y.

importance to the industries of the United States. Each of the mills soon to be established will have an initial capacity of 270 tons of paper daily and will increase the population of this Territory by about 2,000 people.

The United States uses more newsprint than any other country in the world, but due to our failure to conserve our forest timber by putting more of our marginal and cut-over land to work producing pulpwood and other products which we need, the line of virgin timber has been rapidly receding. I am told that the center of production has now shifted over into Canada and is fast pushing northward with the result that the great pulpwood forests of southeastern Alaska are now easily within reach of our American market. I think it is not assuming too much to believe that they will be used more and more for this purpose rather than lumber because this region can hardly compete with the forests of Washington, Oregon, and other western states in the lumber market.

The principal pulpwood area of Alaska is on that narrow neck of mainland which extends in a southerly direction along the west side of northern British Columbia. This region is some 350 miles long and 100 miles wide and is all cut up by a network of navigable channels which make all parts of it easily accessible. Another advantage so far as this country is concerned is that this region is within 600 or 800 miles of Seattle by steamship with a route that is protected almost the entire distance by a chain of islands.

A peculiarity of the region, but yet a decided advantage, is the mild winter climate caused by the warm Japan current of the Pacific Ocean. With winters quite on a par with those here in Washington, D. C., operations of the pulp and paper mills can be carried on the year around.

It has been estimated that ninety-five per cent of this timber is western hemlock and Sitka spruce, which are considered ideal for making pulpwood. The newsprint mills of the Northwest use these species of wood almost exclusively. The supply is almost inexhaustible. There are no less than 150,000,000 cords or 78,000,000,000 board feet, seventy-five per cent of which is western hemlock, and twenty per cent Sitka spruce, according to B. F. Heintzleman, Assistant United States Forester for Alaska. Most of the timber is found along the shore line, extending not more than four or five miles inward. "An abundance of water power is there waiting to be developed. There are scores of high hanging lakes formed by glacier action, located mostly at high elevations and ranging in size up to 1,900 acres," he says. Investigations of the Forest Service and the United States Geological Survey reveal that there are enough of them to produce a year long capacity of 500,000 horsepower.

All of the power sources are publicly owned, of course, but can be developed and used under the provisions of the Federal Power Act.

The forest lands of Alaska are administered by the Forest Service of the Department of Agriculture on the same principles as those used in the National Forests of the United States, in order to produce a sustained output of timber.

It is estimated that this southeastern area can be made to produce at least 1,000,000 tons of newsprint a year, in perpetuity, which is more than one-fourth the present consumption of the United States.

Although the two American concerns soon to locate there will have sufficient timber to keep them going at full capacity indefinitely, they will by no means have a monopoly on the papermaking resources of this region.

(Continued on page 93)

As Others See Us

French Mechanic Says, "One Works Harder in Our Shops Than in Those in America"

IN 1927 H. Dubreuil, a French mechanic, came to the United States to learn what he could about our factory methods and their effect upon the lives and living conditions of American workmen. Mr. Dubreuil is himself a workman and lives on his wages, so what he has to say represents a workman's point of view.

He spent fifteen months in this country working in different shops in New York and Detroit. He then went back to France and wrote a book on what he saw. In this book he makes many interesting comparisons of the conditions he found in this country with those in his native land. We are sure our readers will be interested in some of his statements.

One of the first things that attracted his attention was the absence of class distinction. He says, "With us (in France) the factory is but another instance of the application of the military regime. Nowhere, outside of the barracks, are aristocratic tendencies felt more strongly. Too often, alas, they arise in the worker himself the day after he has been promoted to some post of authority. At Ford's my superintendent and I punched the same time clock on similar cards and my foreman stood in line with me at the same window to get his pay."

He does not believe that machines have caused deterioration in workmen's technique, for he writes, "Although the evolution no longer demands of the workmen as much purely manual dexterity as in the days when all work was done by hand, still it forces them to possess theoretical knowledge beyond the reach of the workmen of the past. A good workman today has need of more knowledge than did a good workman of a hundred years ago."

One of his comments that may surprise some is, "When it comes to feverish activity it should be sought in our French factories, where often frantic workers rush about in unorganized production. After having worked in the United States I can declare unhesitatingly that one works harder in our shops (French) than in those in America."

His comparisons on the cost of food and other necessities are extremely interesting. In working up his comparative costs he has used the number of minutes needed to earn a definite amount of a commodity. For instance, he says, "For a ton of coal a French worker puts in 85 hours. In America a ton of coal requires only 23 hours. A car costs in the United States 18 weeks' work. In France, if the workman bought a car, which he doesn't, it would take a year and a half to pay for it. For a Sunday suit a Frenchman must spend at least 75 hours. His American brother can purchase one as good, or better, for 50 hours. Shoes of doubtful quality, in France, cost 20 hours. Better quality can be secured in America for only 8 hours' work."

The following data show the difference in the time cost of food:

	FRENCH	AMERICAN
Milk (litre)	22 minutes	13 minutes
Eggs (dozen)	2 hours, 30 minutes	55 minutes
Potatoes (livre)	9 minutes	6 minutes
Sugar (livre)	35 minutes	7 minutes
Coffee (livre)	3 hours	1 hour
Rump Steak (livre)	2 hours, 40 minutes	35 minutes
Pork (livre)	2 hours, 40 minutes	18 minutes
Chicken (livre)	2 hours	30 minutes

(1 litre equals 2.113 pints. 1 livre equals 1 pound.)

Regarding rents he writes, "The French workman will devote his wages for 35 hours to the payment of a months' rent. In America a worker pays at least 75 hours. The proportion seems to be reversed in favor of the Frenchman. But that would be true only if the lodgings were comparable, which they are not. The Frenchman is lodged under conditions which the American would not endure."

In the matter of transportation, Mr. Dubreuil says, "No comparison is possible because of the long distance that can be covered in the United States as contrasted with the short trips by sections on buses and street cars in my native land."

After discussing all phases of his subject he makes the following observations: "In a general way we can say, therefore, that the American workman profits directly from the application of efficiency measures. The eloquence of figures is more powerful than any number of speeches."

—*The Luptonite.*

An Intelligence Test

This is a trick—so don't say we didn't warn you. Read this sentence:

FEDERAL FUSES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS.

Now, count the F's in that sentence. Only once—don't go back and count them again.

(Continued on page 94)

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Changes of Address

IN addition to its distribution among the active employees of our company, *The Bulletin* is sent by mail to several hundred readers, including pensioners, officers of other railroads, and others who are interested in it.

To insure regular delivery we guarantee return postage on all copies which are not delivered promptly at the address given. A few copies of each issue are being returned because of non-delivery. In many cases this is due to temporary removals during the winter months, visits to relatives, and similar causes, no change of address being given this office.

Within the past month a careful check has been made and all addresses brought up-to-date. Your co-operation is therefore requested to the extent of advising promptly of changes so that your name will not be removed from the mailing list because your *Bulletin* is returned by the postmaster marked "Unclaimed."

Head Over Heels in Nothing

IT is obvious why some men are unable to keep their appointments or meet their obligations.

Acting as an intermediary in a business transaction, I recently paid a call on an agent of my client to check up the progress he was making.

When I entered his office, he knew neither me nor my mission, but without waiting to make inquiries or to allow me to introduce myself, he immediately explained how busy he was, assuming that I was there to sell him something. I tried to interrupt, but each time I uttered a syllable he put on more gas. When he had run down, I told him my errand and then he took five minutes more to apologize and explain how uninvited solicitors wasted half his working day.

He sat at a desk, burdened with copies of last week's newspapers, last month's magazines, and dusty folders bulging with dog-eared papers. In the center of this junk he had cleared a place about two feet square in which he was trying to work. I handed him some papers which he examined nervously. Half way through, he started to make a change and looked around for his scissors and paste-pot. Neither being in sight, he dropped the papers and began prying under the litter.

When he had found the tools, his troubles were not over for the brush was missing from the paste-pot. This he located at the bottom of a drawer filled with ancient rubber-stamps.

An interview that could have been completed in five minutes consumed forty-five. The poor man was taking a day to do two hours' work. He was literally worked to death, head over heels in nothing.—*Clipped.*

Good Neighbors

IN accordance with the tradition that railroaders are good citizens and good neighbors, a recent edition of the Rutland (Vt.) *Daily Herald* chronicles a chain of events subsequent to the discovery of a fire. A Delaware and Hudson fireman on his way to report for work at 3 A. M. gave the alarm and several "D. & H. shop workers" assisted the firemen in carrying six persons to safety, and extinguishing the flames, although the house was completely destroyed.

Quoting the *Herald*, "When the firemen arrived at the scene they found shop workers—attempting to break in the door of the burning structure.—They found the occupants in their beds in a semi-conscious condition, unable to help themselves as the result of inhaling smoke.

"They were taken to the street in their night clothes, carried to nearby neighbors and given aid. The mercury at that time registered between 4 and 5 below zero."

Fortunately such occurrences are relatively infrequent but, it is safe to say, railroaders can be counted on to act promptly and efficiently in any event. This is part of their training and they consequently appear to advantage in emergencies. They are proud of their calling and their standing in the community.

Bowlers to Compete at Buffalo

On Sunday evening, March 22, fifteen men, representative of the best talent in the Delaware and Hudson Athletic Association's Bowling League, will leave for Buffalo to compete with 12,500 of the best bowlers in the country, at the annual American Bowling Congress. Beginning in 1924, the organization has had entries in six similar meetings, held respectively in Chicago, Buffalo, Toledo, Peoria, Kansas City, and Chicago. While circumstances prevented their entrance last year, official league averages indicate that the group of men which is to make this year's trip is as well, if not better qualified to win part of the $92,000 offered in prizes than was the case in any earlier year.

According to the latest figures available as this issue of *The Bulletin* goes to press, these men have averaged between 194 and 179 in over 60 games. In regular league matches they have rolled single games ranging between 234 and 288, while their three-game-highs vary from 613 to 725. As a group they can be depended upon to average over 550 for three games.

The Delaware and Hudson bowlers will enter the five-man-team matches, doubles, and singles. There will be three teams, all of which will roll Monday evening, March 23. The following morning they will participate in the one and two-man events. Officials of the A. B. C. anticipate that there will be at least 5,000 entries in the doubles, and 10,000 in the individual competition. All of the games will be rolled on 32 alleys in the Broadway Auditorium in which the most up-to-date Brunswick-Balke equipment will be installed especially for the Congress. Any amount of money realized over expenses is to be turned over to the mayor of the city for the benefit of the unemployed.

The Athletic Association's entries will be accompanied by F. L. HANLON, Manager of the League, J. RAYMOND LINDSAY, President, and HERMAN VEDDER, Secretary. While in Buffalo, they will be quartered in the Hotel Lafayette.

Our National Forests

(Continued from page 90)

Sufficient timber and power are available to support at least five large paper mills and a number of smaller ones, and these projects are all open for development by responsible and well-financed concerns willing to meet the Government requirements.

The form of timber contract that is being used for each project covers 835,000,000 cubic feet or 3,350,000 cords of wood. It allows fifty years for the removal of the timber, preceded by a period of five years for investigation and construction work. The timber, exclusive of the land, is to be paid for as it is cut. Under such a system of timber disposal, the milling concern is free of the huge investment, and carrying charges, and the risks incident to providing the long-term timber supply that must be set up for a paper mill to give security to the large plant investment required.

Pruning the Young Trees Produces a Clear Length of Subsequent Growth

With all the many advantages of water transportation for moving in supplies and taking out the finished product, an abundance of water power, a desirable location, and climate, and an inexhaustible source of raw material, the pulpwood forests of southeastern Alaska are sure to play a great part in the future of the paper industry of this country.

"What did the boss say when you told him you sat up all night with the baby?"

"He asked me if she was a blonde or brunette."

How Many F's? Here's the Answer

(Continued from page 91)

There are six F's in the sentence you read. An average intelligence recollects three of them. If you spotted four, you're above average. If you got five, you are unusual. If you caught all six you're a genius, and a lot too good to be wasting your time on foolishness like this.

—*West Penn Life.*

Mass Production

(Continued from page 84)

machines would be idle while workmen pass from one operation to another. Under mass production it is the work that progresses from operation to operation and effects economies in machine hours, time, material and labor.

The effects and results of mass production in the automobile industry, according to Henry Ford, its greatest advocate, may be summarized briefly as (1) the increase of industrial management and engineering control rather than financial control; continuous refinement of standardization; scrapping of equipment immediately upon invention of better types; closer contact and understanding between management and men, and reduction of manufacturing to a greater singleness of purpose; (2) to give the product the highest standard of quality attainable in mass output, and put the burden of designing and selecting materials upon management; (3) to create a wide variety of single-purpose machines that will group similar operations and perform them in quantity and reproduce skill of hand; (4) to shift the physical and mental load of the men in production, the former to machines, and the latter to men in designing; create greater need for skilled artisans and creative genius in machine construction and maintenance, and continuous increase in employment and at higher wages than in other industries, and (5) the benefits to society through the enlargement of leisure; the increase of human contacts, and the extension of individual range.

The effect of mass production with its direct influence of power and machinery so conspicuous in the automotive industry have not been uniform throughout the whole spread of industry. It has been of the greatest singnificance in manufacture producing only a standardized commodity.

(THE END)

The world's largest ice skating rink at Davos, Switzerland, is 5,000 feet above sea level.

Crossed Atlantic on Side-Wheeler

(Continued from page 84)

in July. RUDOLPH'S destination was Cohoes as he had a number of relatives and friends who were employed in mills and shops there. However, it was then so small a community that no one on the boat knew where it was.

Fortunately, they met a German in the passenger depot who, acting as interpreter, assisted them in purchasing tickets for the last lap of their long journey, on a Delaware and Hudson passenger train. Arriving in Cohoes, they were still seriously handicapped because neither was able to speak a single word of English.

"At last" says MR POHL, "we picked up enough courage to ask an Irishman, in German, if there were any Germans around. He realized that we were Germans, and while he couldn't understand what we wanted to know, he directed us to Harmony Mill No. 3, where a number of our countrymen were employed. Through them we were finally able to locate the people we were looking for."

MR. POHL immediately found work in the cabinet shop of Trost and Betzner where he remained for ten months. In 1873 he moved to Green Island to enter the employ of the Gilbert Car Shop, a few blocks from his present home at 179 Paine Street. During the twenty years he worked in this plant MR. POHL became familiar with all the details of railroad car construction. He has a vivid recollection of a special car they once built for the famous Italian singer Adelina Patti, which included all of the most up-to-date and luxurious conveniences then known to railroad travel. Shortly after the Chicago World's Fair, in 1893, the Car Shop was forced out of business.

As a result of this failure, MR. POHL applied for and obtained employment with the Delaware and Hudson Company in the Car Department at Green Island under Foreman Christopher Konner, January 11, 1894. Shortly thereafter he became Foreman Cabinet-maker in which capacity he continued until his transfer to the Colonie Locomotive Shop in 1912. The balance of his period of service with our company, until June 30, 1925, was spent at Colonie as foreman in the Cab Department.

Correction

On page 78, of last issue, it was stated that the human heart pumps over two million times in a lifetime. This should have read "two billion times."

Clicks from the Rails

"Autographed" Turtle

Twenty years ago, C. W. Martin, Pennsylvania Railroad gang foreman at Columbus, O., carved his name and the date, 1911, on the back of a land turtle on his uncle's farm near Hopewell, Ohio. Last week the uncle found the turtle with the name and date, though somewhat weatherbeaten, still legible.—*Mutual Magazine.*

* * *

"Steam-Heated" Highway

With regular motor routes across the Sierra Nevada Mountains in Northern California blocked by heavy snowfall, the only "steam-heated highway" for automobile travel in the United States is again providing safe passage over the snowy 7,000-foot summit between Sacramento and Reno. In other words, the Southern Pacific's automobile baggage car service has resumed operations for the winter season of 1930-31. Motorists wishing to take their cars over the mountains without experiencing the dangers and inconvenience invariably encountered on the snow-choked roads, have them "checked" in the baggage car, while they ride comfortably in the passenger equipment behind. — *Railway Age.*

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English Royal Travel

In a recent issue of *The Railway Gazette* (London), retired London and Northeastern Inspector John Harrison is quoted as having said: "Nowadays royal traveling is democratic. The King does not like any fuss and hates to feel that the royal train is interfering with other arrangements. He likes to be regarded as an ordinary first-class passenger. Even if there is a special train, the King wants the least possible interference with other traffic, and does not like trains held up on his account. The Prince of Wales always seems to spread a happy atmosphere wherever he goes. On train journeys he sometimes used to play to himself on a ukelele or a banjo.

Railways Plant Fruit Trees

More than 5,000 fruit-bearing trees and bushes were planted last year by the Swedish State Railways, according to a recent news item. Nearly 200,000 such trees have been planted up to the present time, making the Government Railroad Board the largest gardening enterprise in Sweden. The trees are tended by railroad employees.

* * *

Champion Speller

Charles Eastwood, Messenger for the Norfolk and Western at Roanoke, Va., holds the spelling championship for that section. As a pupil in one of the local night schools, Eastwood spelled 3,872 words in eight months, all of them without error.

* * *

Kaiser's Body-guard

Carl Henry Volker, recently retired section foreman for the Missouri-Kansas Texas, at Abbott, Texas., was, from 1884 to 1887, personal body-guard to the Kaiser of Germany.—*Railway Age.*

* * *

Ball Players Honored

Some baseball fan evidently named the stations on the Missouri Pacific between Council Grove, Kan., and Hoisington, Beginning with Comiskey, Kan., each member of Comiskey's old-time White Sox team is honored by having a station named after him.

* * *

Woman Train Caller

Even people who travel extensively will wonder at the fact that there is a "woman train caller" employed in the Illinois Central's Cherry Street Station at Vicksburg, Miss. Lula Reid, colored, who is also a janitress, inherited her job from an aunt who called not only stations on line but many on connecting lines, ending her announcement with, "Europe, Asia, Africa, and Shanghai, China."

Comparative Prices

Back in 1881, the Denver & Rio Grande Railroad contracted with a single builder for 144 steam locomotives, to cost $1,000,000—even today a sizeable order so far as cost is concerned. For the same amount at the present time, however, a railroad would obtain perhaps 10 steam or 6 electric locomotives of modern type. Even when the decreased value of the dollar and the increased size of motive power is considered, the D. & R. G. certainly seems to have "made a bargain" fifty years ago.

* * *

World's "Crookedest Line"

On account of the inroads the automobile has made in its revenue, the railroad between Muir Woods and Mt. Tamalpais, Calif., known as the "crookedest railroad in the world," has asked permission to abandon possession and operation. The railroad has operated for 34 years. The route runs up a steady incline from 5 to 7 per cent. The longest tangent or straight track is 413 feet. The sharpest curve is 90 degrees on a 70 foot radius. In its famous "double bow knot," a series of reverse curves halfway to the top, the road parallels itself five times within 2000 feet, accomplishing a 100 foot rise in this distance. The engines are of the cog wheel type.

* * *

Narrow Escape

In an item recently published by the *Albany Evening News*, an account was given of a remarkable incident which occurred at Edwardsville, Pa. Helen Mayer, aged thirteen, while crossing The Delaware and Hudson Railroad tracks, fell in front of the train. The locomotive, train, and caboose passed over her, but when the train was stopped and the members of the crew went back, they found that Helen was already on her feet and she was able to walk home unassisted.

Can You Say?—

CAN you say tonight in parting with the day that's slipping fast,
That you helped a single person of the many you have passed?
Is a single life rejoicing over what you did or said,
Does some one whose hopes were fading now with courage look ahead?
Did you waste the day or lose it, was it well or poorly spent?
Did you leave a trail of kindness or a scar of discontent?
As you close your eyes in slumber do you think that God would say
You have made the world much better for the life you've lived today?

—*Anonymous.*